	CENTRAL INTELLIGENCE AGENCY		
ŗ	CENTRAL INTELLIGENCE AGENCY	REPORT	
	information report	CD NO	
COUNTRY	East Germany	DATE DISTR. 26 October 1954	
SUBJECT	Night Navigation on Inland Waterways	NO. OF PAGES 1	
PLACE ACQUIRED		NO. OF ENCLS. (CISTED BELOW) 619596	
DATE OF NFO.		SUPPLEMENT TO REPORT NO.	
•			
IS PROMINTED BY LA	THIS INFORMATION IN ACTION OF THE 10. SECTIONS 793 S. CODE, AS ALBERDED. ITS TRANSMISSISSION OF BAVELS ENTRY TO OR SECRET OF ALL URAUTHORIZED PRISOD OF THE FORD IN FORD IN FORD IN FROM THE REPRODUCTION OF THIS FORD IN FROM		
	Corment. Difficulties in navigation have	e arisen because that	
	Cornent, Difficulties in navigation have inland navigation was not prepared for round-the Such operations would require work in at least increased personnel could not be accommodated a loreover, navigation in restricted and, in most increased personnel could not be accommodated at loreover, navigation in restricted and, in most increased personnel could not be accommodated at loreover, navigation in restricted and, in most loreover, navigation in restricted and and in most loreover.	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	
	inland navigation was not prepared for round-th Such operations would require work in at least increased personnel could not be accommodated a Poreover, navigation in restricted and, in most is rather difficult to navigate. Night navigati	ne-clock operations. two shifts, but the aboard inland vessels. t cases, shallow water lon, therefore, is	

Approved For Release 2007/07/25 : CIA-RDP80-00810A004800480009-1

